1-9. (CANCELED)

10. (CURRENTLY AMENDED) A gear shifting system for idler wheels (3), comprising:

a plurality of sliding sleeves (2)~~, which are connected torsion-resistant with~~ torsionally fixed to a main shaft (1) and ~~can be connected form-locking with an~~ engaging with a plurality of idler wheels (3) to be shifted by ~~means of~~ axial displacement of the sliding sleeves (2), each sliding sleeve including first and second opposing circumferential faces (9,10) parallel to and spaced apart along an axis of rotation of the sliding sleeve; and

~~actuation of the respective sliding sleeve (2) is provided through at least one adjusting unit (4), which selects an actuator such that a shifting actuation of the respective sliding sleeve (2) is possible, and the adjusting unit (4) comprises an electric servo-motor, a pin (5), which actuates the sliding sleeve (2), is provided eccentrically on a motor shaft (6) of the servo-motor as the adjusting unit~~

a plurality of adjusting units (4) engaging with corresponding sliding sleeves (2), each adjusting unit (4) including a servo-motor having a pin (5) mounted eccentrically on motor shaft (6) and engaging with the first and second circumferential faces (9,10) of the sliding sleeve (2) whereby eccentric rotation of the pin (5) with rotation of the motor shaft (6) causes selectable axial movement of the corresponding sliding sleeve (2).

11. (PREVIOUSLY PRESENTED) The gear shifting system according to claim 10, wherein the pin (5) reaches dead centers of a shifting path of the sliding sleeve (2) during a circular motion of the motor shaft (6) and that the sliding sleeve (2) maintains the form-locking connection of the idler wheel (3) to be shifted in the dead centers.

12. (CURRENTLY AMENDED) The gear shifting system according to claim 10, wherein at least one detection device (12) is provided for detecting rotational positions of [[each]] the motor shaft (6) of each adjusting unit (4) of the plurality of adjusting units (4).

13. (PREVIOUSLY PRESENTED) The gear shifting system according to claim 12, wherein the detection device (12) is integrated into the adjusting unit (4).

14. (PREVIOUSLY PRESENTED) The gear shifting system according to claim 10, wherein two adjusting units (4) are provided on each sliding sleeve (2), the adjusting units (4) are arranged offset about the main shaft (1) at an angle of about $180^0$.

15. (PREVIOUSLY PRESENTED) The gear shifting system according to claim 10, wherein a central control unit (11) is provided for a vehicle-coordinated shifting operation.

16. (CURRENTLY AMENDED) A gear shifting system for idler wheels (3), ~~the shifting system~~ comprising;

a plurality of sliding sleeves (2),

[[the]] each sliding sleeve[[s]] (2) being torsionally fixed [[with]] to a main shaft (1) and ~~form fit~~ engaging with [[an]] at least one idler wheel (3) to be shifted by means of axial displacement of the sliding sleeve (2); each sliding sleeve including

a circumferential recess (8) having first and second opposing face sides (9, 10) parallel to and spaced apart along an axis of rotation of the sliding sleeve;

a plurality of ajusting units (4),

~~at least one adjusting unit (4) in communication with each of the plurality sliding sleeves (2) to actuate each of the plurality of sliding sleeves (2);~~

~~an actuator is selected by the at least one adjusting unit (4) such that a shifting actuation of the respective sliding sleeve (2) is possible; and~~

~~the adjusting unit (4) comprises an electric servo-motor and a pin (5) which actuates the sliding sleeve (2), the pin (5) is provided eccentrically on a motor shaft (6) of the servo-motor as the adjusting unit (4)~~

each adjusting unit (4) engaging with a corresponding sliding sleeve to selectively axially displace the corresponding sliding sleeve (2) along the main shaft (1) and including

a servo-motor having a motor shaft (6) rotating about an axis perpendicular to an axis of the main shaft, and

a pin (5) mounted eccentrically on the motor shaft (6) to have an axial movement along the axis of the main shaft as the motor shaft (6) rotates and

engaged with the recess (8) of the corresponding sliding sleeve (2) whereby eccentric rotation of the pin (5) causes selectable axial displacement of the corresponding sliding sleeve (2).